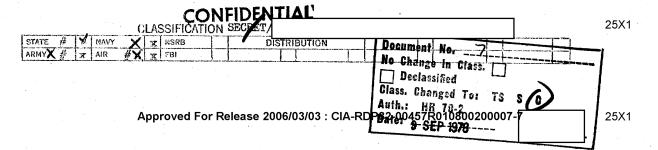
25X1 CLASSIFICATION GON Approved Fer Release 2006/03/03 CIA-RDP82-00457R010800200007-7 25X1A INFORMATION REPORT CD NO. USSR (Estonian SSR) COUNTRY DATE DISTR. 4 March 1952 SUBJECT 1. Rakvere Airfield NO. OF PAGES 2. Parachute Division at Rakvere PLACE 25X1X NO. OF ENCLS **ACQUIRED** DATE OF SUPPLEMENT TO 25X1 INFO. REPORT NO THIS DOCUMENT CONTAINS REFORMATIO I AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES. WITHIN 78E WINNING OF TITLE 10, SECTIONS 793 AND 73C, OF THE U.S. COODE, 15 AREI DED. ITS TRANSMISSION OR REVEL-ATION OF ITS CONTEMES TO 0.1 FIXED TO AN INHADITIONIZED PERSON OF PROMISEITED BY LAW UNE RIPRODUCTION OF THIS FORM IS PROMISEITED. THIS IS UNEVALUATED INFORMATION 25X1X 

- Rakvere airfield (59°22°N/20°33°E) was located 300 to 400 neters north of Rakvere railroad station. The southern airfield boundary was parallel to the railroad line. The similard bordered a wooded area to the north and northwest. There were flat meadows to the east as far as the railroad line to Kunda (59°30'N/20°33'E). The field covered an area of about 1,500x1,200 meters. The landing field, which was about 1,200x800 meters, was covered by a firm turf, appeared to be partially drained, and was serviceable throughout the year, burfaced runways or taximays were not available. About 40 aircroft revetments, about 20 meters apart and surrounced on three sides by earth walls about 3.5 meters high and with bushes, were available in the northeastern and northwestern corners of the installation, Lach of the revetments were covered by camouflage nets. Three destroyed hangars, two of which were covered by roofs, were observed in the southwestern portion of the field. A damaged building, about 50x15 neters, on the southern edge of the installation, allegedly was the former flight control building. No other buildings were seen at the field. Two semi-underground fuel containers were observed next to the destroyed hangar. These containers appeared to be unused. The aircraft refueled from tank trucks. Bombs and arrunition were stored in a wooded area in the north rn and northwestern edges of the field. Lighting facilities for landing at night were probably available. Balloons were being released near the hangars.
- 2. About 80 II-2 ground attack aircraft were stationed at the field. The unit was replaced by other ground attack units several times. The last replacement occurred about May 1948 when a unit which had allegedly previously been located in last Pruseia was transferred there.
- 3. Flying was intensive regardless of the type of weather. Individual take-offs and groups of up to 10 plans were practiced. Bombing was practiced over a bomb range near Kurda and at sea targets. Commercial aircraft operating on the Leningrad-Tallinn (59°27°N/24°50°E) line landed daily at the field.
- 4. The flying and ground person of stationed at the field were quartered in town between the railroad station and Narva-Ten, which had been evacuated by civilians. Nork shops and garages were also in this quartering area, about 250 meters southwest of the railroad station. Aviation gasoline arrived by rail and was shipped to a fuel cepot, located in a tank barracks in Rakvere, by 10 to 12 air force tank trucks. A radio installation with four masts was observed in two houses in the



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southern edge of the town about 3 km north of the field.

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50	During the period from the spring of 1948 to early May 1949
-	the following information from Soviet parachutists concerning a parachute
	division transferred from Wiener-Neustadt to the Cakvere area: Battalions of
	this division had the strength of 300 to 350 men and were quartered in the Ulvi
	Castle. They were later transferred to a canton ant in a wooded area h or 5 km
	north of Ulvi near Normize (59°20°N/26°38°E), in the Vaike-Masrya (59°6°N/
	26°17°E) area, about 3 km north of dakvere airfield, in a cantonwent located in
	a woods between Kunda and Nigula (59°27°N/26°43°E), and in a cantomout located
	in another wooded area near Palmze (59°29°N/26°E), The division headquarters
	was in Takwere on a side street branching off from Pik-Ten, The battallions
	were commanded by majors or licutenant colonels. The division commander was
	allegedly a young general. The number of officers serving with this unit, was
	usually high, Each squad seemed to be led by a junior lieutenant. The
	solliers of the unit appeared to be well disciplined. The overall
	arrayance area of the ET man 22 to 21 transport and ET and 2 to 20 transport and ET and 2 to 2 t

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- The parachutists were khaki blouses that extended to the knees and which could be buttomed between the legs. The collar of the blouses was open and pointed. The blouse had two large breast pockets. Two pockets larger than German ammunition pouches were worn on a webl belt, another pocket was on the back. The parachute was carried on a pack frame. Tedge-type trousers, wrapped leggins, and leather-lined cloth shoes were also worn. The steel helmet worn by the parachutists had no rim and se med to be well padded. Stars serving as tank insignia were fitted on collars. Enaulets were not observed, leather suits were worn only by a few officers. EM eltegedly were them only if they had to jump from high altitudes. The leather suits had the same cut as the cloth suits, but were fitted with zippers instead of buttoms. The dress uniforms had a white parachute design on a piece of cloth on the arm, lost of the soldiers were equipped with short rifles and all had a short spade which could also be used as a pickax.
- 7. Parachuting was mostly done at battalion level from five or six twin-engine transports probably stationed in Talling. About 20 parachutists with weapons and equipment were loaded in one plane. The parachuting was mostly conducted from an altitude from 30) to 350 neters and occasionally from high altitudes. The parachutists jumped in quick succession. Four to six containors with weapons and equipment were also dropped from each clone. The parachutists allowed themselves to fall about one-third of the altitude before the parachute opened. After landing field training was conducted occasionally together with two or three tanks. Subsequently the parach to squarrows marched lack in file to the take-of, point. This or seven jumps were made from five or six planes in the course of one day. During these exercises two or three ambulances were seen at the field. Turing maneuvers in the fall of 1948 five or six cargo glide s which, according to other PCs were carrying beavy arms including a small tank and AT gurse, were seen in the area cast of lakevers.



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